

50X1-HUM

CONFIDENTIAL

- 2 -

designers from the office were sent to other railway stations falling under the jurisdiction of the Bucharest region. This survey had another purpose: Until Fall 1951, the Rumanian Railways owned all buildings and machinery on the main railway stations (i.e., from the Bucharest Main Railway Station, including lines departing from the first automatic switching cabin, up to the second cabin), but all other minor railway halts, although regionally supervised by the C.F.R., were the property of the respective signalman's house, and so evidence of C.F.R. property was almost non-existent. Until Fall 1951, these halts were constructed in the name of C.F.R. by private edile-constructors [sic] for the respective signalmen. After that date all these halts, including signalmen's houses, became the property of the C.F.R. Simultaneously, the C.F.R. began constructing its own halts or railway stations, without using private constructors. The use of private contractors was limited strictly to the hiring of trucks and truck-drivers to transport raw materials. (There were 62 buildings in the Buzau Railway Station [redacted])

50X1-HUM

2. The section employed civilians. [redacted]

[redacted] Bailati

and a Jewish Chief

Engineer and Vice-Chief Engineer. George Gava was the Chief Engineer; Avram Elgart was the Vice-Chief Engineer. When the survey was in full operation in Summer 1951, the L-1 Section employed the services of many designers. The same held true throughout the other regions. [redacted] there was a tendency for all 'daily personnel' to quit and go to work for the Danube-Black Sea Canal Project, where almost double the salaries were offered to designers (and clerical staff). Of the 16 persons working [redacted] (half of whom were engineers), half left the office to work at the canal. A sub-engineer at the canal could make 131 12,000 per month at that time. [redacted]

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

3. [redacted] the strategic

Ursiceni-Faurei rail line was almost completed. Traffic on the line had begun but was limited to military and civilian freight cars and C.F.R. service railway cars. The Ursiceni-Faurei rail line was a [redacted] World War II project. It was designed as an easier and quicker way to reach the Soviet front line since all traffic was routed on the Buzau-Braila line. The project was fully carried out, but with another purpose: Normally all traffic from Transylvania to Constanta was routed through the Bucharest Railway Station; the normal route to Constanta is: Bucharest-Petesti-Cernavoda-Medgidia-Constanta. Although the Bucharest-Constanta line is double track, heavy traffic, especially with the works along the Black Sea and at the Canal, was a real problem. So, with the construction of this new line from Ursiceni to Faurei, freight cars, military transports, etc., were routed as follows: Bucharest-Ploesti-Ursiceni-Faurei-Petesti-Cernavoda-Medgidia-Constanta, thus freeing the line (especially the Bucharest-Petesti one) of such a load. In Fall 1951, the first civilian cars were beginning service on this line. At the same time, construction on the railway halts and the Faurei Railway Station had just begun. The line was a single track then but it was supposed to be double track eventually. [redacted]

50X1-HUM

50X1-HUM

50X1-HUM

[redacted] Travelling toward Faurei, the Garbovi and Cotorca halts are on the left hand side, Meteleu-Scutelnici on the right Pogoanele on the left, Busetu on the right, and Faurei on the left. From Faurei, two other lines lead to the Buzau and Petesti-Constanta lines respectively.

4. [redacted] the former Bratianu Railway Station. The

first C.F.R. region supervised the following railroads:

50X1-HUM

Bucharest-Ploesti-Campina
Bucharest-Ploesti-Constanta
Bucharest-Petesti-Constanta
Bucharest-Iohin-Calarasi (built in 1947)
Bucharest-Ursiceni-Faurei-Buzau
Bucharest-Giurgiu (without the port).

CONFIDENTIAL

CONFIDENTIAL

- 3 -

50X1-HUM

5. "It was rumored in C.P.R. circles at Bucharest that the old project (during Antonescu's Government) of transferring the Bucharest Main Station (and automatic switches) to Chitila-Tria, would be carried out. According to this project, also excellent from the point of view of moving the main switches outside of the city for strategic reasons, the entire area from the Main Station up to Chitila-Tria would become a huge park. At Chitila-Tria, installations would have been enlarged, and the Main Railway Station of Bucharest constructed. This would also free all of Grivitei Street and its surroundings."

50X1-HUM

- end -

50X1-HUM

CONFIDENTIAL